UITY INTELLIGENCE

[For Additional Local Items see Eighth Page.] THEIR FIFTH ANNIVERSARY,-At the

City Armory, corner Broad and Race streets, last evening, was celebrated the fifth anniversary of the formation of the "Grey Reserves."

The meeting of last night was held in the grand saloon where, before the war began, so many meetings of a very different character were convened. The American flag, in continuous lengths, draped the walls. Beck's Band furnished delightful music, and the occasion

was in every respect a brilliant one.

Dr. Simes called the meeting to order by summoning Mr. Lynd, President of Select Council, to the chair. Messrs, John Price Wetherill, Hon. Charles Gilpin, Colonel Ellmaker, John Davis Watson, and other prominent citizens were announced as

Vice-Presidents of the meeting. Mr. Lynd made a stirring speech, in which he reviewed the history of the gallant Grey Reserves, declaring that if the organization evinced anything like its ordinary diligence, its numbers would soon be up to its former stan-

The following resolutions were read:-Whereas, Experience has fully proven not only the good policy but the absolute necessity for the maintenance of efficient military organizations, composed of mtelligent and responsible men, in whom reliance can at all times and under all circumstances be reposed, and around which, in times of emer-gency, good and true men can confidently raily; and whereas, the 1st Resiment Grey Reserves has demonstrated its remability by thrice responding to

the calls of the constituted authorities for troops in great emergencies, cheerfully severing all social ties in the performance of stern duty; therefore Resolved, that, while the regiment claims no merit for performing what was only its duty, we still think that we have established a right to the inversable consideration of our fellow-citizens, and this we ask them to express by encouraging young men of good character to fill up our ranks to a state of full and complete efficiency.

Resolved, That we hereby publicly call upon those

hading young men under their charge or in their employment to incuce them to connect themselves with this or some similar military organization, with the assurance that both the mental and physical development of the men will be greatly stimulated, while their more leaves the control of the men will be greatly stimulated, while their moral character will by no means be de

preciated.

Resolved, That this regiment hereby declares its cordial and fraternal feeling toward all the volunteer corps of the city, and challenges them to a generous rivalry in filing up the ranks with the view to the formation of at least one brigade in the metropolic of the city. tropolis of the State.

Resolved, That we extend a cordial invitation to the returned volunteers and old organizations to join us in our efforts to secure to this city an efficient volunteer force, creditable alike to ourselves and our These resolutions were adopted with a unani-

mous "ave." Hon. Charles Gilpin then spoke, in response to a call. He gave a history of the Grey Re-serves, in graceful and emphatic diction, to which the large assemblage present listened

with ract attention. Colonel William B. Thomas (Collector of the Port) next spoke, very briefly, but very much to the point. He personally had believed, until this war began, that the days of sanguinary strife were at an end. He confessed that he had been mistaken, and finding that this was so, he did his part in organizing a force to swell the ranks of those marching to oppose the Re-bellion. He then narrated the history of the 191st Regiment, the command of which was forced upon him. The speaker then knew of military matters, and was only induced to undertake the command by heavy pressure from friends outside and inside the regiment. Therefore it was that he appeared to-night, and especially urged upon the young men present the importance of acquiring a knowledge of military matters. The speaker closed by assuring his auditors that Pennsylvania must at an early day pass a law to sustain and perpetuate our militia organizations.

Mr. John Davis Watson, Esq., was now called for. The president of the meeting, Mr. Lynd, declined introducing him, in the graceful remark that "he needed no introduction." Mr. Watson remarked that this regiment was started by such men as the present Mayor of the city, the United States District Attorney, and many others of equal prominence. From one regiment the regiment expanded to four. And when the Governor and General Patterson reviewed the entire force of Grey Reserves and Home Guards, there were ten thousand men gathered in line, who had all started from the Grey Re-

rves. (Applause.)
Fully half this regiment has been in actual service. Yonder tablet shows how many of its members have died. It was the first regiment to enter the town of Carlisle, when the enemy threatened that place. So greatly has the reg-ment been changed that most of its members became officers during the war. The Greys have a historic interest. Two of their regiments earned immortal laurels, and two others were armed and equipped for temporary service in the State. They were raised from the countinghouses of the city, and the very men who sold goods to the South met their Southern customers in the deadly |ray. (Applause.)

The speaker did not believe that the Legisla-ture of the State would grant the required legislation. While a member of the House he had looked for it in vam. The needed legisla-tion must come from Congress. Unless the national Congress interpose, the speaker was satisfied that the Representatives from the interior of the State would never assent to the organization required. He selt sure, however, that if the Grev Reserves bestirred themselves. and put into operation the proper instrumentalities, they would rapidly fill up a regiment, and afterwards expand it into a brigade. (Ap-Henry W. Gray, Esq., Select Councilman of

the Fifteenth Ward, being called for, responded in graceful terms, It was at a late hour that the meeting adjourned. The entire proceedings were full of

vim and spirit.

THE VISITING COMMITTEE FROM BOSTON. -The Committee on Schools from the Boston City Councils, consisting of Rev. S. R. Lothrop, Henry Boroughs, Dr. J. R. Upham, N. B. Shurt-leff, T. M. Brewen, Thomas Goffield, C. W. Shek, Noah Mayo, J. C. Havnes, Charles Caverly, Jr., Mathias Rich, J. J. Philorick, and O. H. accompanied by Mayor Lucoln, arrived in this city at half-past nine o'clock on Wednesday evening. Yesterday morning they visited the rooms of the Controllers of the Public Schools, and from there, in company with several gentle men of the Board, proceeded in carriages to the Washington School, in the Second Ward. This school contains twenty-two divisions, eleven on each floor, constituting a Grammar, Secondary,

and Primary School. The visitors were litchly pleased with the management of the self-ol. From there they visited the Locust Street School, at Tweltth and ocust streets, where Dr. Lothrop, chairman of the Boston Committee, addressed the scholars, complimenting them on the efficient school sys tem in this city; after which some of the scholars were examined in reading and other branches of education, and then loined in singing, much

to the gratification and pleasure of the visitors. The Zane Street School was next visited. Here the Committee were met by Mayor McMichael and the young ladies of the school entertained the Committee by singing. At the Girls' High School, speeches were made by Mayor Lincoln and the Mayor of this city, Dr. Lothrop, and Mr. Philbrick, Superintendent of the Beston Board of Education. The Boys' High School was also visited, after which the Committee repaired to Girard College, where the inmates of that institution went through some of their exercises. The visitors were then driven to Fair-

mount Park. Last evening the committee were provided with a sumptuous feast at the Continental Hotel by the Committee on Property of the School Controllers. Toasts were drank and speeches

RUN OVER.-About 5 o'clock yesterday afternoon John W. Relics, belonging to St. Louis, was run over by a light wagon and had his leg He was removed to a place of security, where his injuries were attended to.

PROCEEDINGS IN COUNCILS.—The Stated | Meeting of Councils was held yesterday after-

Select Council,-The Committee on Schools reported an ordinance authorizing the crection of two school buildings in the First Ward, one at Ninth and Tasker, and one on Morris street, near

Second street. Agreed to.

A resolution was adopted directing the Committee on Schools to inquire into the expediency of using Moyamensing Hall for school Mr. Jones submitted a resolution requesting

the Chief Commissioner of Highways to inform Council by what authority a railroad is now being placed on the river road in the Twentyfourth Ward. Mr. Jones said he noticed men at work on the road, but he never heard of an act of Assembly authorizing the road. The resolution was agreed

Mr. Van Cleve introduced a resolution, directing the Chief Engineer of the Water Works and the Commissioner of City Property to advertise for proposals to rent the refreshment saluons

under their charge.

Mr. Gray proposed, as an amendment, to include all other persons selling refreshments on city property. The amendment was not agreed yeas, 8; nays, 14. The resolution of Van Cleve was not agreed to-yeas, 10; nays, 12.

Adjourned. In Common Council, the following communica-In Common Council, the following communication was received from the City Solicitor:

MR. Eckstein, Clerk of Common Council:—Dear Sir—I have carefully considered the resolution of Councils of the 5th instant, inquiring whether the third section of the act of April 9, 1891, gives the Receiver of Taxes the right to retain the five per cent, penalty from delinquent tax—payers.

In my opinion the Receiver has the right to retain the commission allowed by the law reserved to. The word in this connection means a reward for collections made, and I can conceive no other intention.

tions made, and I can conceive no other intention on the part of the Legislature than to give the five per cent, to the officer as a reward. I know of no decision under this act of Assembly, Very respectfully and truly yours, F. CARROLL BREWSTER, City Solicitor.

The petition from the firemen, asking that the State House bell be rang for fires at all times, was presented, and referred to the Committee on Trust and Fire.

Mr. Marcer reported an ordinance authorizing the Trustees of the City Ice-boat to contract for the construction of a new ice-boat, to be built of iron, with new boilers, at an expense not exceeding \$100,000.

The ordinance was passed. Mr. Marcer offered a resolution providing for he appointment of a joint special committee of three members of each Chamber, who shall examine whether any improper means or influences, of whatever character, have been used to obtain the passage of the ordinance to cleanse the streets of the city.

Messrs, Marcer, Franciscus, and Hetzell were appointed a committee on the part of Common Council. The resolution giving the consent of the city

to the change of the site of the proposed new Court House on Sixth street, so that the front on Sixth street shall be 60 feet, and making the building stand east and west, instead of north and south, as in specifications, was taken up. Miller moved to amend, as follows: Provided. That the securities of the contractor be referred to the Committee on Finance, and if said securities are approved by them, to report

The resolution was finally referred to a Special Committee, consisting of Messrs. Hancock, Fox,

ANTOINE PROBST .- There has not been any change in the conduct of Antoine Probst, indicted for the murder of the Dearing family and others, within the past few days. He manifests the same indifference to his fate, speaks mildly when spoken to, but does not incline to converse; eats his rations with an apparently good appetite, sleeps well, as well as his hand-cuffs and manacies will admit of, and reads such religious books as are turnished him by his spiritual adviser. Quite a number of persons have visited the prison in the hope of being able to see him; but few have had their curiosity

gratified. For the first few days of his incarceration, a request made by the chief of the detective force, that he should not be permitted to be seen by visitors, was carried out; and since the assignment of counsel by the Court, a similar request by them is complied with. Probst still adheres to the story first told by him in respect to an accomplice. Not only to his counsel, but to the priest who visited him yesterday, did ne declare that he had a confederate in the murder, yet the police have not been able to obtain any trace of such a person as is described by him. They have not, however, abandoned the pursuit, but are using every means to test the truth or falsity of his story. The weight of the evi-dence and circumstances thus far developed is against his off-repeated and solemnly asserted

declarations. Probst is willing, and his counsel will consent, to enter a plea of guilty of killing the boy Cor-nelius Carey, upon the condition that he is not to be tried on the other bills. It is questionable, however, if the District Attorney agree to this. And, inasmuch as it is essential to bring out all the testimony bearing upon the important question whether he was or was not the only actor in the bloody scene, it will well if he does not consent to it. From acquaintances of the prisoner it has been ascertained that he came to this country soon after the breaking out of the war, tempted by the high offered, and that he at once entered the army. Actuated alone by a mercenary spirit, he deserted at the first opportunity, and several times in the course of the Rebel-lion enlisted and deserted; in other words, he was a "bounty-jumper." He has relatives in good circumstances in Germany, and from a brother he received enough money, a short time ago, to pay his passage back to the old country, which money he spent in the

MEETING OF THE FRANKLIN INSTITUTE. -The stated meeting of the Franklin Institute was held on Wednesday evening. Professor Morton read his report on noveities in science and the mechanic arts. In this, among other things, attention was called to the use of cork in place of india-rubber for springs of freight cars and the like. The material, strange as it may seem, was found to possess an elasticity ind endurance superior to any other substance which has been similarly employed. The President, Mr. William Sellers, remarked in this connection that such a spring, employed in a machine for forzing, and subjected for years to very heavy concussion, had in no respect deteriorated, and in fact had operated in the most

admirable manner. A breech-loading rifle was exhibited, as also an arrangement for the temporary binding of papers, documents, etc.

The process of monolithic construction by the use of belon or concrete, now largely employed in Paris, was fully described, and description of some important works executed in this way. The important improvement in glass plating by forming a reflecting surface of plannum on the face of the mirror and fixing the same by fusion

Some curious observations in astronomy were described, which led to an animated discusion. Various experiments and practical deductions of great value in galvanism and chemical manufactures were then related, and at a late bour the neeting adjourned, after a session of great interest and value to those present,

COUNTRY RESIDENCES AND THE CHOLERA. -It is desirable to remember, in seeking country homes, that in seasons when enolera and dysca-teries prevail as epidemics, pure water is essen-tial, and that limestone countries especially should be avoided by those unaccustomed to that kind of water. Those born to that soil may not suffer more than the residents of other districts, but new comers would be very liable to an attack of cholera or dysenters. So of water from wells near tide-water level, being mostly brackish and impure, they should be avoided. Pure spring water, at all times, is indispensable to health, and more wholesome than rain or

House Robbery .- A dwelling at No. 220 S. Broad street was entered on Wednesday, from he rear, and robbed of spoons and other articles.

POLICE ITEMS,-Morris Harris and James McCarty were arrested on Wednesday night at an auction sale of pictures, on Chesnut street, on the charge of pocket-picking. The officers were attracted to the place by an alarm, and the accused were handed over to their custody. A hearing was to take place yesterday afternoon before Alderman Beitler, but no one appearing to testify, the defendants were held in \$1500 bail each to appear on Saturday at 2 o'clock. Harris, one of the priconers, has been several times committed under the professional thieves' law.

McCarty says he belongs to New York.

Information was left at the Central Station yesterday, of a highway robbery committed about 11 o'clock on Wednesday night, in Dill-wyn street, near Vine. Jacob Kiehn was met by three men, who approached him in a friendly manner, then knocked him down and robbed him of \$150 in cash, and a watch. elieves that he was struck and knocked down by the robbers, who used a blackfack. ceived two severe wounds, one in the back of the head, the other in the forehead.

THE MONONGAHELA OIL COMPANY,-Recorder Eneu gave his decision yesterday in the case of the Monongahela Oil Company, by him a few weeks since, by holding William C. Stevenson, L. R. Walker, William Farson, and M. A. Davis to bail to answer at Court the charge of conspiracy, and obtaining money under false pretenses from J. L. Patterson and

SLIGHT FIRE.-About 9 o'clock last night, some foords belonging to the kiln at Jordan's brick yard, Twenty-first's reet and Wasanmton avenue, took fire. The flames were soon extinguished. Loss triffing.

AMUSEMENTS.

KISLEY'S CONTINENTAL NEWS Choice wests to all places of Amusement may be nad up to 6% o'clock any evening.

A MERICAN ACADEMY OF MUSIC, CORNER of BROAD and LOCUST Streets.

Lessee and Manager.......... WILLIAM WHEATLEY.

THIS (Friday) EVENING, April 20, FIRST AND ONLY BENEFIT OF YOUNG AMERICA, GABRIEL.

FRANCOIS, and ANTOINE RAVEL will appear together with
THE MARTINETTI FAMILY, SIGNORITA PEPITA,
and a FULL COMPANY, in
GODENSKI,

DECHALUMEAU. THE GRAND BALLET. LA FORTUNE, commencing with the STARTLING TRAPEZE, TO-MORROW AFTERNOON, at 2 o'clock. THIRD GRAND RAVEL MATINEE.

Last performance of the GOLDEN EGG,

Reserved Seats in Parquette and Parquette Circle, \$1. which can be obtained in advance at C. W. A. Trumpler's Music Store. Seventh and Chesnut streets, and at the Box Office of the Academy of Music, from 9 A. M. to 4 P. M.
Admission to Balcony, 75 cents; Family Circle, 40 cents; Amphitheatre, 25 cents.
Doors open at % past 7—to commence at % before 8 o'clock.

NEW CHESNUT STREET THE ALL CHESNUT Street above Tweifth.
LEONARD GROVER & WILLIAM E. SINN, Lessees and Managers.
WILLIAM F. SINN. Resident Manager.
Boors open at 7. Curtain rises at 7 45.

THIS (Friday) EVENING, April 20,
BENEVIT
BENEVIT
BENEVIT

MISS MAGGIE MITCHELL,
MISS MAGGIE MITCHELL,
LAST NIGHT BUT ONE OF
FANCHON, THE CRICKET.
Now being performed by
MISS MAGGIE MITCHELL,
WITH

MISS MAGGIE MITCHELL,
with IMMENSE SUCCESS.
The performance will consist of the Play, in two acts,
entitled FANCHON,
FANCHON,
FANCHON,
THE CRICKET,
THE CRICKET,
Fanchon (her original character)
Miss MAGGIE MITCHELL
Miss MATCHELL will be supported by

Miss MAGGH
Miss MITCHELL will be supported by
DR. J. W. COLLIER
and the strength of the Company.
Act 1—7HE LITTLE CRICKET,
Act 2—THE SHADOW DANCE.
Act 2—1HE FES. IVAL. THE BRIDGE.
THE TRIUMPH.
SATURDAY AFTERNOON, April 21,
109th GRAND FAMILY MATINEE,
109th GRAND FAMILY MATINEE,
100th GRAND FAMILY MATINEE,
100 the Romantie Drama, in three acts, entitled THE FLYING DUTCHMAN.

In active preparation, THE PEARL OF SAVOY. Admission to evening performance, 25c., 59c., and \$1. MRS, JOHN DREW'S NEW ARCH STREET Begins at 7% o'clock.

BENEFIT OF MR. BARRETT. THIS (Friday) EVENING, April 20, THE MARBLE HEART.

THE MARBLE HEART.

Phidias, { L. P. BARRETT Raphaei. } L. P. BARRETT Voluge. Owen Marlowe Marco. Miss E. Price Marfe. Mrs. T. A. Crease To conclude with the glorious Farce of Burled ALIVE.

Benjamin Bowbell. Stuart Robson SATURDAY LAST NIGHT OF L. P. BARRETT. ONLY NIGHT OF RICHARD III.

Monday next, Madame CEL & STE
IN ONE OF HER GREAT SPECIALTIES.
SEATS SECURED SIX DAYS IN ADVANCE.

WALNUT STREET THEATRE,—N. E. corner NINTH and WALNUT Streets. Begins quarter to 8.

and last appearance but one of MR. JOHN BROUGHAM, who will appear, for this night only, as FOXGLOVE. THE ATTORNEY, the own giorious comedy of the company of

NEW AMERICAN THEATRE—
WALNUT Street, above Eighth.
EVERY EVENING.
AND ON WEDNESDAY AND SATURDAY AFTERNOONS,
EL NING EDDIE.
the greatest living worder on the light Bone.

the greatest living wonder on the 'light Bope.

'HE BRILLIANT FOWLER SISTERS,
MISS CARRIE AUGUSTA MOCRE,
'HE GREAT SKATFR.

GRAND BALLETS. LAUGHABLE COMEDIES,
COMIC PANTOMIMES, BURLESQUES, ETC.

DERELLI'S AMATEUR ITALIAN OPERA. LINDA DI CHAMOUNIX, Mr. PFRELLI begs to inform his subscribers and the public that

having recovered from her severe indisposition, the opera of will be performed on FRIDAY EVENING, 20th inst. and Miss DENEGRE will positively appear as PIEROTTO;
Miss HEWLE'T as Linda; and the other roles the same LINDA

Miss FEW LE. T as Linda; and the other roles the same as on Monday evening last. Single tickets \$150 each, or three for \$3. To be had at Mr. Perell's rooms No. 1226 the nested street, to day, from 25 to 4 P. M., and on Friday, 20th inst., from 2 a. M. to 4 P. M.

MUSICAL SOIREE EVERY EVENING, AT THE

CITY CHERS AND READING ROOMS, No 1235 CHISNUT Street, Philadelphia. [41]

ERMANIA ORCHESTRA.—PUBLIC RE-bearsals every SATURDAY AFTERNOON AT MUSICAL FUND HALL 3% o'clock. Engagements mag. by addressing GEORGE BASTERT, Agent. No. 1131 MONTEREY street, between Bacc and Vine 1 16 3m REVENUE STAMPS, REVENUE STAMPS,

Of all descriptions. AT FLORENCE SEWING MACHINE CO.'S OFFICE,
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No. 530 CHESNUT Street.
No. 530 CHESNUT Street. One door below Seventh street.
One door below seventh street.
The most in eral discount allowed.
The most liberal discount allowed.

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HAMILL'S PASSAGE OFFICE,
"ANCHOR LINE OF STEAMERS,"
"CALEDONIA."
"ERITANNIA."
"ERITANNIA."
"INDIA."

CABINE STE.RAGE 1880, and er issued for bringing out passengers from the above LOWER RATES THAN ANY OTHER LINE.

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ALL TATIONS OF THE IRISH RAILWAYS.

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no ice that the 'Anchor Line' is the only line gramming
through fickets at the above rates from Philadelphia to
the polnts named above, and that the undersigned is the
cnity daily authorized Agent in Philadelphia.

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No. 217 WALNUT Street.

FOR NEW YORK.—PHILADELstratch Swiftsure Lines, via Delaware and Raritan Canal,
leaving daily at 12 M. and 5 P. M., connecting with all
Northern and Eastern lines.
For freight, which will be taken upon accommodating
terms, apply to WILLIAM M. BAIRD & CO.,
3 16 No. 1328 DELAWARE Avenue

TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON ECREW DOCK, begs to inform his friends and the patrons of the book that he is prepared with increased facilities to accommodate those having vesses to be raised or repaired and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repaire.

Cavtains or Agents Ship Carpenters, and Machinists having vessels to repair are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metallie Composition" for Copper Paint, for the preservation of vessels bottoms, for this city, I am prepared to turnish the same on favorable terms.

JOHN H. HAMMITT.

Kens ration screw Dock.

311 DELAWARE Avenue, above LAUREL Street. TO SHIP CAPTAINS AND OWNERS .- THE

LIQUORS.

CHESNUT GROVE WHISKY.

No. 225 North THIRD Street. If anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it There is no alcoholic stimulant known commanding such ecommendation from such high sources :-

FHILADRIPHIA, September 9, 1808.
We have carefully tested the sample of CHENNUT GROVE WHISKY which you send us, and fing that is contains kone of the Poisonous substance known as FUSIL OIL, which is the characteristic and injurious in gredient of the whiskles in general use.

BOOTH, GARRETT & CAMAC,
Analytical Chemists.

NEW YORK, September 3, 1888.

I have snalyzed a sample of CHESNUT GROVE W. BISKY received from Mr Charles Wharton, Jr., of Philadelphia: and having carefully tested it, I am pleased to state that it is entirely free from Poisonous OR DELETERIOUS substances. It is an unusually pure the property of the Phindelphia: and Phindelphia: and Phindelphia: and pleased to state that it is entired to a neglect of the pleased to state that it is entired on Deleterings substances. It is an unusual on Deletering of the please of the please of the please of the process of

I have made a chemical analysis of commercial sam ples of Cheksnut Ghove Whisky, which proves to the free from the heavy Fusil Ohs, and periectly pure and unadulterated. The fine flavor of this whisky is derived nom the grain used in manufacturing it

Respectfully, A. A. HAYES, M. D.,

State Assayer, No. 16 Boylston street.

For sale by barrel, demijohn, or bottle, at No. 226 North THIED Street Philadelphia.

M. NATHANS & SONS. IMPORTERS OF OP

BRANDIES, WINES, GINS, ETC. No. 19 N. FRONT STREET,

PHILADELPETA MOSES NATHANS. HORACE A. NATHANS, ORLANDO D. NATHANS.

DENTISTRY.

I SAIAH PRICE, DENTIST, GRADUATE OF Philadelphia College of Dental Surgery, class 1883-4, formerly or West Chester, Pa., having served three years in the Army, has resumed the practice of his profession at No. 241 N. ELEVENTH Street, Philadelphia, where he will endeavor to give satisfactory attention to all who may require his professional services. 118 5

DYEING, SCOURING, ETC.

N EW YORK DYEING AND PRINTING EW YORK DYEING AND PRINTING ESTABLISHMENT, Staten Island, No. 40 N. EIGHTH Street.

This Cempany, so long and favorably known in New York for the past forty-six vears, have opened an offlica as above Ladies' and gentlemen's samments and wearing apparel of every kind Dyed and Cleaned in the most perfect manner. Stains and spots removed from garment without being tipped.

Merchants having goods of undesirable colors can have them redyed in superior style.

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AND DEALERS IN MEN'S FURNISHING GOODS, No. 814 Chesnut Street,

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PATENT SHOULDER-SEAM SHIRT MANUFACTORY AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from messurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO., 700 CHESNUT STREET RANDALL & CO.,

No. 1302 CHESNUT Street. Fine English Toilet Soaps,

FERFUMERS AND IMPORTERS,

IN GREAT VABIETY, JUST RECEIVED. Also, Triple French Extracts and Pertumes. We have constantly on hand every variety of PERFUMERY AND TOILET REQUISITES. Extracts Powders Colognes, Pomades, Toller Waters. Shaving Creams, Cosmetiques, Tooth Paster Brushes. e

RAILROAD LINES.

ORANGE AND ALEXANDRIA RAILROAD.—
On and anier Monday, February 12 two daily trains will run between Washington and Linchburg, connecting at Gordon-vi le with Virginia Central Railroad trains to and from Richmond as follows:—
MAIL TRAIN.

Iceve Washington daily (sunday excepted), at 6:45
A. M., and prive at Lynchburg at 5:55 P. M.
Leave Lynchburg at T.A. M. and arrive at Washington at 5:26 P. M.

EXPRESS TRAIN.

Leave Washington daily (including Sunday) at 6:05 P.
M. and arrive at Lynchburg at 6:05 A. M.
Leave Lynchburg at 6:30 F. M. and arrive at Washington at 6:10 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars will be attached to the night trains.

The road is attractive, not only for its comfortable

First-class sleeping cars will be attached to the light trains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now bistoric localities of Fairfax, Buil Run, Manassas, Bris-toe, Catlett's, Rappahannocks, Culpeper, Orange, and Gordonaville, places of superlahable interest in the popular mind.

Through tickets to all points South and Southwest Through tickets to all points fouth and Southwest
may be had in Boston, New York, Philadelphia, and
Baitimore, and at the offices of the road in Washington
Alexandria. RAILROAD LINES.

READING RAILROAD. PEOM PHILADELFH'A TO THE INTERIOR OF PENNSYLVAN, THE SCHUYLRILL, USQUEHANNA, UMBERLAND, AND WYOMING VALLEYS, THE NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER
Leaving the Company's Depot at THIRTEENTH and
CALLOWHILL Streets Philadelphia, at the following

At 8 A. M. for Reading Lebanon, Harrisburg Potts, ville, Pinegrove Tamaqua, "unbury, Williamsport Pimira, Rocheser Nisara Fais, Buffalo, A lentown, Wilkesbarre, Pittsten, York, Carlisle, Chambersburg, Wilkesharre Pittsten, York, Carilste, Chambersburg, Hagerstown etc. etc.
This train connects at HEADING with East Pennsylvania Railreag trains for Allentown etc. and the Lebann Valley train for Harrisburg, etc.; at POH-CLINTON with Catawiesa Railroad trains for Williamsburg, Lock Haven, Fimira etc.; at HARRIS-BUEG with Northern Central Cumberland Valley and Schaykill and Susquehanna trains for Northumberland, Whilamsport, York Chambersburg, Finegrove, etc. etc.

eic etc. AFTERNOON EXPRESS

Leaves Philacelphia at 880 P. M., for Reading Pottsville, Harrisburg etc., connecting with Reading and Coumbin Relirond trains for Columbia, etc., and with Catawissa Halirond trains for Milion, Williamsport, Fimira, Bufalo, etc.

READING ACCOMMODATION,

Leaves Reading at 630 A. M., stopping at all way stations, airlying at Philacelphia at 935 A. M., Returning, leaves Philadelphia at 439 A. M.; arrives in Reading at 730 P. M.

Trains for Philadelphia leave Harrisburg at 725 A. M. and Potsville at 830 A. M. arriving in Philadelphia at 1245 P. M. Alteinoon trains leave Harrisburg at 145 P. M., Pottsville at 245 P. M., arriving in Philadelphia at 1765 P. M.

Leaves Reading ACCOMMODATION.

at 705 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 735 A. M. and Harrisburg at 900
P. M. Market frain. with passenger car attached, leaves Phi adelphia at 1245 neon. for Reading and all stations. Leaves keading at 1130 A. M. and Downingtown at 1230 P. M., for Philadelphia and all way stations.

stations. Leaves heading at H 30 A. M. and Downing-town at 12:30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Potisville at 8:00 A. M., and Philadelphia at 2:15 P. M.

Passengers for Downingtown and intermediate points take the 8:00 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 7:05 A. M. and 12:30 nooh.

deiphia, returbing irom Downingtown at 705 A. M. and 12'0 noon.

NEW YORK EXPHESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A M., and 8 P. M., passing Reading at 1 A. M. and 148 P. M., and connecting at Harrisburg with Pennsy ivenia and Northern Central Railwood express trains for Pittsburg. Chicago, Williamsport. Limita. Baltimore, etc.

Heteroling, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 576 A. M. passing Reading at 449 and 10 52 A. M. and arriving in New York at 10 A. M. and 2 45 P. M. Steeping care accompany these trains through between Jersey City and Pittsburg without change.

A mail train for New York leaves Harrisburg at 145 P. M. Mail trair for Harrisburg leaves New York at 12 M. SCHIVLKILL VALLEY PALLEDAD.

Trains leave Pottsville at 645 and 11 A. M., and 745 P. M. teturoing from Tamaqua at 735 A. M. and 140 and 415 P. M. teturoing from Tamaqua at 735 A. M. and 140 and 415 P. M. SCHUYLKILL AND SUSQUEHANNA BAILBOAD. Trainsteave Auburn at 746 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 400 P. M., and from Tremont at 7 A. M. and 6 P. M.

TICKETS.

Through first-cines tekets and emigrant tickets to all the principal points in the North and West and Canada. all the principal position in Canada.

The collowing tickets are obtainable only at the office of S. BKADFOED, Treasurer, No. 227 S. FOURTH Street Philadelphia, or to G. A. NICOLLS, General Superintendent, Eccoling:

COMMUNATION TICKETS

At 25 per cent. discount, between any points desired, for lamilies and firms.

MILEAGE TICKETS,

Good for 2000 miles, between all points, \$52-59 each, for families and firms SEASON TICKETS. SEASON TICKETS.

For three, six. nine. or twelve months, for holders only, to all points, at reduced rates.

Residing on the line or the road will be furnished with calds entitling themselves and wives to tickets at half

From Philadelphia to principal staticus, good for Sa tunday, Sanday, and Monday, at reduced fare to be had only at the Ticket Office, at THIATEENTH and CAL-LOWHILL Streets.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and all the principal stations only at 2 15 P. M.

Amboy and Philadelphia and Trenton Railroad Conpany's lines
FROM PHILADELPHIA TO NEW YORK
and way places, from Walnut street when, will leave as follows viz.:-PARE at 6 A. M., vis Camden and Amboy Accommoda-

he 6-45 P M. Line will run daily. All others Sundays At 7:30 and 1:15 A. M., 3, 3:30 4:30, 5 and 6:45 P. M., and 12 Midnight, for Heristel. Trenton, etc., at 7 A. M., 10:50, 3,5 and 6 P. M. for Cornwells, Torris date, 1:0 mesburg, Tacony Wissinoming, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and

and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations
1.ELVIDERE DELAWARE RAILBOAD,
For the Delaware River Valley, Northern Pennsylvania and New York State and the Great Lakes.
"We through trains daily (Sundays excepted) from Kensing to Depot as follows:
417:30 A. M. and 3:30 P. M.
LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Certiand street
at 12 M. and 4 P. M., via Jersey City and Camden.
At 7 and 10 A. M., 6P. M. and 12 Night, via Jersey City and Kensington. and Eensington. From Pier No. 1 North river, at 6 A. M. and 2 P. M., vis ml cy and Camden. At 12 M. S and 6 P. M. (Freight and Passenger), via Aurboy and Camden. March 12, 1866. WILLIAM H. GATZMER, Agent. ORTH PENNSYLVANIA RAILROAD.

Depot THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCE
HUNK FASTON WILLIAMSPORT, and WILKES
SAERI. At 730 A. M. Pxpress), for Bethlehem. Allentown Mauch bunk, Hazleton Williamsport, and Wilkes Mauch bunk, Masieton Williamsport, and Fraston etc.

1870 P. M. (Express) for Bethlehem. Faston etc.

1870 P. M. (or Bethlehem, Alleotown, Mauch

1870 P. M. for Bethlehem, Alleotown, Mauch

1870 P. M. for Bethlehem, Alleotown, Mauch

1870 Port Washington at 1873 A. M., 239 and 415 P. M.

1870 For I Washington at 1874 M. and 11 P. M.

1871 For Lansdale at 615 P. M.

White cars of the Second and Third Streets Line City

1871 Passenger Cars run direct to the depot.

White cars of the Second and Third Streets Line City

**assenger Cars run direct to the depot

TKAI'S FOR PHILADELITHIA.

Leave Bethlebem at 6:25 A M and 6:07 A.M., and

5 F M.

Leave Long-dale at 6:10 A.M.

Leave Long-dale at 6:10 A.M.

**ave Fort Washington at 10:06 A M and 3:16 F M

**ON SUNDAYS

**plinderphia to: Beth chem at 9 A.M.

**Philaderphia to: Beth chem at 9 A.M.

**Philaderphia to: Fort chem at 4 P.M.

**Inductor Tickets must be procured at the ticket offices.

**HIKI Street or SKEKS Street.

**EllIS CLAHK. Agent

The Philadelphia and Ere RallROAD.—This great me traverses the Northro and Northwest Counties of Pennsylvania to the
ity of Frie on Lake Frie It has been leased and is
operated by the Pennsylvania Rairoad Company.

"ME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Erie Mail Train. 7 a. M.; Erie Express Train. P. M.
Leare Westward—Erie Mail, S. P. M.; Erie Express
Train I M. enger cars run through on the Eric Mail and Ex

Passenger cars run through on the Krie Mail and Express trains both ways between Philade phia and eric NEW YORK CONNECTION.

Leave New York at 9 A. M. arrive at Krie 948 A. M. Leave Kew York at 9 A. M. arrive at Krie 948 A. M. Elegant Sleeping Cars on all the hight trains. Por luformation respecting passenger business, apply a corner ThiETIE-H and MARK-IT Sursets Phila. And for irrepht business, of the Company's Agents, S. B. Kingston 4r. corner Thirteenth and Market streets Philadelphia; J. W. Reynolds, Lrie; William Brown Agent N. C. B. Baltimore.

H. HOUNTON, General Freight Agent, Philadelphia, C. L. TYLLER, General Sup't, Williamsport.

M ONUMENTS AND GRAVESTONES,—ON hand, a large assortment of Gravestones, of various designs made of the fuest Italian and American bia role at the Marble Works of Marbie at the marbie works of

A. STEINMETZ,
327 tuths3m RIDGE Avenue, below Eleventh street THE STAMP AGENCY, NO. 304 CHESNII STREET, ABOVE THIRD WILL BE CONTINUES AS HERETOFORE.

STAMPS OF FVERY DESCRIPTION CONSTANTL. ON HAND, AND IN ANY MOUNT

RAILROAD LINES

HILADELPHIA, VILMINGTON, AND BALTIMORE RAILBOAD.

TIMI TABLP.

COMMODEING MONDAY APRILE, 1886. Trains will
leave Denot comer of BROAD Street and WASHING1. N Avenue, as follows:

Express Train at 418 A. M. (Mondays excepted), for
Battimore and Washington stopping at Chester. Wilmirgton Newark, Elsten, Northeast, Perryville, Havrede-Grace, Aberdeen, Perryman's, Magnoim, Chase's and
Strumer's Bun way ball Train at 8 is A. M. (Sundays excepted), for inclinate, slopping at all regular stations between Phiadelphia and Ballimore.

Delaware Railroad Train at 6 A. M. (Sundays excepted) for Princess Anne, Filters, and internediate Express Train at 11:45 A. M. (Sundays excepted), for Express Train at 11 40 A. M. (Sundays excepted), for Settimote and Washington. Express Train at 3 P M (Sundays excepted) for Balmore not Washington stopping at (thester, Cavmont, Minnington, Newarz, Fixton, Northeast, Perryville, Savie de Gusce, Aberdeen, Perryman's, Edsewood Magicia, these's and Stemmer's Rua.

Dight Papress at 11 P M. for Baltimore and Washington. ington.

Fassengers by Boat from Ba timore for Fortress Mon-roe Norfolk, City Foint, and Richmond, will take the Toe Noricik, City France, 1145 A M. train, ACCOMMODATION TRAINS, WILMINGTON ACCOMMODATION TRAINS, between Philadelphia and Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 9, 11 15 A. M., 430 6, and 11:30
P. M. The 4:30 P. M. train connects with Delaware
Railroad or Harrington and intermediate stations.
Leave Witmington at 6:45 8, and 9:30 A. M., 4 and 6:30
P. M.

Leave Wimington at 6 45. 8, and 9:30 A. M., 4 and 6:30 P. M.

Trains for New Castle leave Philadelphia at 9 A. M., 4:30 and 6:P. M.

'HROUGH TRAINS FROM BALTIMORE
Leave Wimington at 11 A. M., 4:35 and 10 P. M.
CHESTER FO. PHILADELPHIA.

Leave Chester at 7:46, 8:46, 10:14 and 11:49 A. M., 4:43 5:6, 7:75 and 10:38 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Wav-mail. 9:20 A. M., Express. 1:40 P. M., Express. 6:25 P. M., Express. 8:25 P. M., Express. See TRAINS FOR BALTIMORE

Leave Wimington at 5:23 and 9:33 A. M., and 4:15 P. M., Evelet Trains with Passenger Cars attacode will leave as follows:—Willington for Perriville and intermediate stations at 6:55 P. M. Baltimore for Havre-de-Grace and intermediate stations at 4:5 P. M. Perrivville for Wilmington and intermediate stations at 6:50 A. W., connecting at Wilmington with 8 A. M. train for Palladelphia.

SUNDAY TRAINS

necting at Wilmington with S.A. M. train for Philadel-phis.

SUNDAY TRAINS.

F xpress Train at 4:15 A. M. for Haltimore and Washington stopping at thester, Wilmington, Newark Elketon, Nertheast, Ferryville Havre-de-Grace, Aberdeen, Perty mon's Magnoia, Chase's and Stemmer's Run.

Night Express, il P. M. for Baitimore and Washington, 2 ccommodation Train at 11:30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8:25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also 5 one at Elkon and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Wi mington for Philadel-phis and intermediate stations at 6.70 P. M. 4 16 H. F. KENNEY, Superintendent.

The Trains of the Pennsylvania Central Railroad trave the Depot. at Thirry-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves From street about 30 minutes prior to the departure of each Train.

On Sundays-Cars leave Eleventh and Market streets 45 minutes before the departure of the 1 vening Trains.

Monday.

All other Trains daily, except Sunday.

All other Trains daily, except Sunday.

The Penrsylvania Radirozo, Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun red Dollars in value. At Baggage exceeding that amount in value will be at the risk of the owners, unless taken by special contract.

Contract

TICKET OFFICES

Have been opened at No. 631 Chesnut street, Continental Botel, and Girard House, where Tickets may be procured to all important points in Pennsylvania, as well as the West. Northwest and Southwest; and all publiculars given as to time and connections by JGHN C.

ALLIN, Ticket Agent.

The Ticket Office at West Philadelphis will be continued as heretofore, where all information resecting routes, as well as Tickets, can be had on application to THOMAS H PARKE. THOMAS H PARKE.
Ticket Agent at the Depot.
An Emigrant Train runs daily (except Sunday). For full particulars as 10 fare and accommodations, apply to FRANCIS FUX K.

3 12 No. 137 DOCK Street.

W EST JERSEY RAILROAD LINES. Pich for o Market Street (Upper Perly).

1 ally, except Sundays
FALL AND WINTER ABRANGEMENT,
Commencing WEDNESDAY, November 15, 1822.
For Bridgeton, Salem, and all Stations on West Jersey
and Salem Railroads, at 9 A. M. and 3:30 P. M.
Fo. Milville and all intermediate Stations, at 9 A. M.
Fort and May and intermediate stations at 9 A. M.
Fort and May and intermediate stations at 9 A. M.
Fort and May and intermediate stations at 9 A. M. te

For tape May and intermediate exations at 9 a. M.te For tape N sy and intermediate stations at 9 a. M. te Millville, counciling with Freight Train Passenger Canattached for Cape May, due 545 P. M., and 3 P. M., through Fassenger oue 8 P. M. for Glassboro and intermediate Stations, at 9 a M., and 330 P. M. For Woodbury. Gloucester, etc. at 9 a. h. 3 350 and 530 P. M. Freight will be received at second covered wharf below walnut street, from 7 a M. until 5 P. M. Freight received before 9 a. M. will go forward same day.

Freight delivery, No. 228 S. Delaware avenue.

J VAN SENSEL, ER Superingendent.

THE WEST JERSEY EXPRES: COMP Y
will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Companies, so all parts of the country, any article in rusted to them.

A Special Messenger accompanies each through train.
Office No. 5 Wannut street 9 6 9m A Special Messenger accompanies each through train.
Office No. & Wainut street
9'6 9m

REIGHT LINES FOR NEW YORK AND
at the Stations on the CAMDEN and AMBOY and
connecting Raisroads. INCRFASED DESPATCH.
THE C. MDEN AND AMBOY RAILFOAD AND
TRANSPORIATION COMPANY FREIGHT LINES
for New York will leave WALNUT Street Whas at 6
0'clock P M. daily Sundays excepted.
Freight must be delivered before 4% o'clock, to be forwarded the same day
Returning, the above lines will leave New York at 12
noon, and a and 8 P. M
Freight for Trenon Princeton Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Freinington the New Jersey the Freehold and Jamesburs, and
the Burington and Mount Holly Railroads, received
and forwarded up to 1 P M.

'I be Belvidere Delaware lielized connects at Philipsburg with the Lehigh Valley Railroad, and at Manuakachunk with all points on the De'aware, Lackswanna,
and Other soluts in Western New York
The New Jersey Hailroad connects at Illzabeth with
the New Jersey Central Railroad, and at Newark with
the New Jersey Central Railroad, and at Newark with
the Morris and Essex Railroad
A sip memorandum, poecliving the marks and numbers, shippers, and construes, must, in every metance,
be sent with each load of goods, or no receipt will be
given.

N. B.—Increased iscitities have been made for the given.

N. B.—Increased isclides have been made for the transportation of live stock. Drovers are invited to try the route. When sock is unrighted in quantities of two carloads or more if with be delivered at the foct of Fortich street near the Drove Yard, or at Pier 40. I. North River, as the shippers may design to at the time of shippers.

of shipment.
For terms of other information, apply to
WALLER FREEDAN. Freight Arent.
111 No. 226 S. DELAWARE Avenue. Phinds chia

WALLER FREEDAN. Freight Agent.

HILADELPHIA, GERMANTOWN AND
NORRISTOWN RAILROAD.
On sed a ter WEDNESDAY, November 1st 1855, until
Burther Notice
FOR GIRMANTOWN
Leave Iblindelphia 6. 7 E. 6. 10 11, 12 A. M. 1 2 2 16.

24. 4, 5 5 M. 6 7, 8 9, 10 11 2 1 1
Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11 11 A. M.
1 2 8, 44 6 6 8 7 8 9, 10, 11 2 1
Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11 11 A. M.
1 2 8, 44 6 6 8 7 8 9, 10, 11 1 A.
1 2 8, 45 6 8 7 8 9, 10, 11 2 1

The 8 sown train, and 3 M and 5 M up trains will not stop on the Germantown France.

ON SUNDAYS.
Leave Philadelphia 9 10 A. M. 2 7, 103a F. M.
Leave Germantown 8 A. 1 6 95 F. M.
Leave Chesnut Bill 7 10 minutes, 8, 940, 11 4 A. M.
40 3 40, 5 40, 6 40, 6 6, and 19 40 minutes P. M.
Leave Philadelphia 6 8, 10, 12 A. M. 2, 3, 3 M 7 A. 7, 9, and 11 P. M.
Leave Chesnut Bill 7 10 minutes, 8, 940, 11 4 A. M.
ON SULLAY.

Leave Philadelphia 6 8, 10, 12 M minutes A. M., 2 and F. M.
Leave Philadelphia 6 8, 20 minutes A. M., 12 40, 5 40, and 8 20 minutes P. M.

Leave Philadelphia 6 8, 20 minutes, 11 40, A. M.
Leave Philadelphia 6 8, 25 minutes, 11 40, A. M.

1 8 10, 6 M a 80 5 minutes, and 11 2 P. M.

1 enve Norratown 5 A. 7, 7 5 9, 9 1. A. M. 1M, 4 M, 8, and 8 P. M.

1 2 2 1 A. M. 20 5 M.
Leave Philadelphia 6 8 35 minutes, 1 40, A. M.
Leave Philadelphia 6 8 35 minutes, 1 40, A. M.

Leave Philadelphia 6 8, 25 minutes, 1 40, A. M.

Leave Philadelphia 6 8, 35 minutes, 1 4 6 A. M.

Leave Philadelphia 6 8, 20, 9 M, 1 M, A. M.

Leave Philadelphia 6 8, 35 minutes, 1 4 6 A. M.

Leave Philadelphia 6 8, 35 minutes, 1 4 6 A. M.

Leave Philadelphia 6 8, 8 minutes, 1 4 6 A. M.

Leave Philadelphia 6 8, 35 minutes, 1 4 6 A. M.

Leave Philadelphia 6 8, 35 minutes, 1 4 6 A. M.

Leave Philadelphia 6 8, 35 minutes, 1 4 6 A. M.

Leave Philadelphia 6 8, 35 minutes, 1 4 6 A. M.

Leave Philadelphia 6 8, 35 minutes, 1 4 6 A. M.

Leave Philadelphia 6 A. M. 2 8 and 7 F. M.

Leave Philadelphia 6 A. M. 2 8 and 7 F. M.

Leave Philadelphia 6 A. M. 2 8 and 7 F. M.

Leave Philadelphia 6 A. M. 2 8 an

Leave Philadelphia 9 A. M. 25 and 7 r. M.
Leave Manayunk 75 A. M. 56, and 8 P. M.
W. S. WIL-ON, General Suberintender
Bepot NINTH and GREEN Suc.